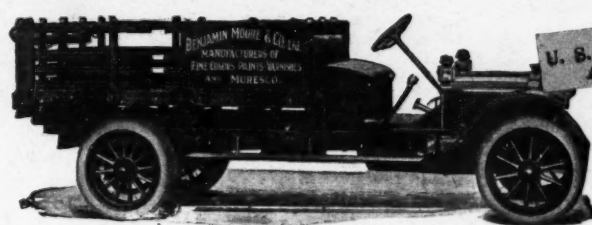


10/5

THE TEAM OWNERS' REVIEW

Official Organ: The National Team Owners' Association.
American Association of Transfer Companies.



Results are Wanted.

EVERY manufacturer who has hauling to do should be interested in Motor Trucks—either as a factor in reducing the cost, or increasing the efficiency of the service in his shipping department. To show results, a motor truck must either replace three or four teams, carry heavier loads, or improve the service.

White motor trucks usually secure at least two or more of these benefits, because they have ample capacity—because they have simple powerful engines, well built of materials to endure. Having simple engines White trucks require a minimum of attention, and are seldom idle for repairs. Further, every part is accessible—any minor adjustment can be promptly made, and any team-driver can operate them.

White Trucks Bring Results.

White trucks are economical because the engine being of moderate size is economical. White engines are powerful because their long-stroke cylinders secure from the fuel every atom of power. White trucks are untiring—their capacity limited only by the capacity of the driver.

Let us send you to-day testimonials,
catalogues and other literature.

The White  Company

858 EAST SEVENTY-NINTH STREET, CLEVELAND, OHIO.

MAY, 1911

THE TEAM OWNERS REVIEW.



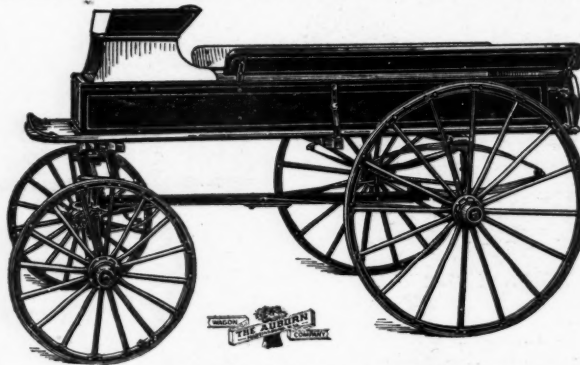
All Purchasers of the
Bell Oat and Corn Crushers
Fully Protected.

This Six Horse Team is owned by
SWIFT & CO., PACKERS, CHICAGO, ILL.,
AND, ARE FED GRAIN CRUSHED WITH A BELL OAT
AND CORN CRUSHER,
MANUFACTURED BY
W. L. McCULLOUGH CO., Ypsilanti, Mich.

BAGGAGE AND GENERAL PURPOSE WAGONS
WE MAKE 83 VARIETIES
IF YOU DON'T SEE WHAT YOU WANT ASK FOR IT.

LOOKS
50 PER CENT.
BETTER
THAN
THE
CUT.

WEARS
BETTER
THAN
IT
LOOKS



GUARANTEE:

We will replace any
broken steel axle, no
matter what the load
might weigh, or what
the circumstances un-
der which it broke.

FREE OF CHARGE.

No. 0305 in 1 1/8" Gear and Wheels
No. 0306 in 1 1/4" Gear and Wheels

LIGHT BAGGAGE OR DELIVERY WAGON

Our Dray	Catalog is No. 10	} Which do you wish?
Our Coal Wagon	" " 14	
Our Contractors'	" " 15	



**SPECIAL BAGGAGE
OR DELIVERY WAGON**



MARTINSBURG, W. VA.
U. S. A.



**SPECIAL MOVING OR
FURNITURE TRUCK**

When answering advertisements please mention THE TEAM OWNERS REVIEW.



How many of your Customers' horses are EATING THEIR HEADS OFF ?

Your customers will find out some day—why not be first to tell them that they need not use two horses to do the work that one can do in a wagon with

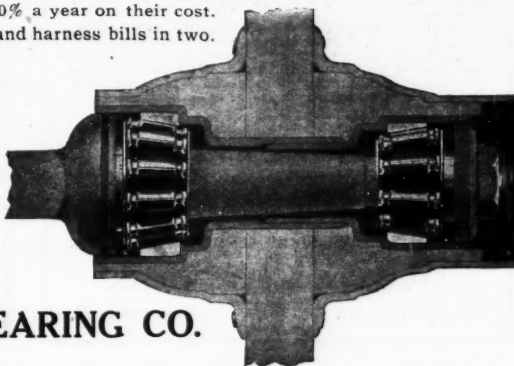
TIMKEN ROLLER BEARING AXLES

Timken Roller Bearing Axles earn 200 to 300% a year on their cost. They reduce draft 50%. They cut feed, shoeing and harness bills in two. They are guaranteed for two years by a big responsible firm. And **Timken Roller Bearing Axles** need oiling only once in thirty days—thus relieving wagon users of a dirty twice-a-week, time-wasting job of greasing.

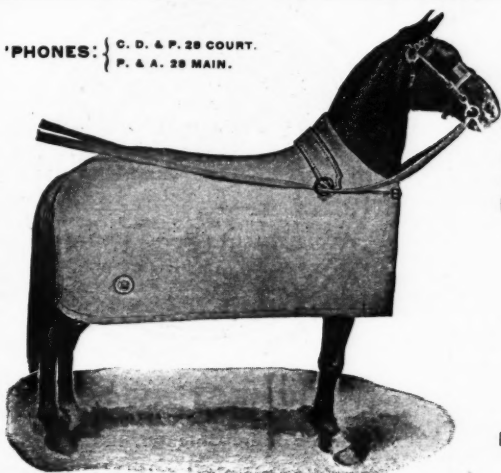
If you will be the first and most earnest advocate of **Timken Roller Bearing Axles** in your locality you will sell more wagons and sell every one at a larger profit.

Write for **FACTS and FIGURES** to-day and for Catalogue and Price Lists.

THE TIMKEN ROLLER BEARING CO.
CANTON, OHIO



'PHONES: { C. D. & P. 28 COURT.
P. & A. 28 MAIN.



We are
The Original and Only
Manufacturers of the
Famous

STAG BRAND WATERPROOF

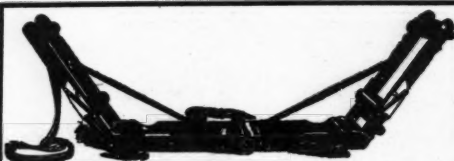
**HORSE
... AND ...
WAGON
COVERS.**

FOR SALE BY ALL LEADING SADDLERS
THROUGHOUT THE UNITED STATES.

Pittsburg Waterproof Co.

435 Liberty Street, PITTSBURG, PA.

When answering advertisements please mention THE TEAM OWNERS REVIEW.



The Genuine Reynolds Combination Piano Mover

Do not be Deceived into buying an Inferior Mover. The Best is what you want.

We make them with all latest improvements and can quote you interesting prices on a piano mover or cover.

Mover is made of selected hickory and is thoroughly ironed, bolted and padded. Provided with ratchets so that it can stop with safety at any point. Adjustable to all kinds and sizes. Our mover avoids all danger of injury to the piano and saves two-thirds of the labor.



PIANO COVER

Made of waterproof canvas and lined with canton flannel. Write to-day for free catalog.

We also manufacture Piano Hoists.

SYCAMORE WAGON WORKS,

112 Edwards St.,

Sycamore, Ill.

**"BE GOOD"
TO YOUR HORSES
USE FRAZER'S AXLE GREASE
AND MAKE IT EASY FOR THEM.**



Recognized as the **STANDARD Axle Grease** of the United States.

Many Thousand Tubs of this Grease are sold weekly to the Truckmen of New York City, their Trucks are loaded heavy and a saving of both time and money is made, one greasing lasting two weeks or longer. Ask your dealer for **FRAZER'S** with label on. It saves your horse labor and you too.

SOLD EVERYWHERE.

FRAZER LUBRICATOR CO., 83 Murray St., New York.
142 MICHIGAN STREET, CHICAGO.

A TREATISE on the Horse— FREE!

We offer you free this book that tells you all about horse diseases and how to cure them. Call for it at your local druggist or write us.

KENDALL'S SPAVIN CURE

is invaluable. It cures Spavin, Curb, Splint, Ringbone or any other lameness, quickly and safely at small expense. Read what W. T. Sadler, Atlanta, Ga., care of Allen's pharmacy, writes:

"Your Treatise on the horse received and contains many good formulas for treating spavin. I have sold many bottles of your Spavin Cure and have never had a complaint from a customer."

And Mr. Wm. Booth, of Gravette, Ark., writes:

"Your book is worth \$5.00 if only used as an aid in locating lameness. Shoulder lameness is the most difficult for an inexperienced man to locate. It is easy, however, with the help of your book."

Kendall's Spavin Cure is sold at the uniform price of \$1.00 a bottle, or 6 bottles for \$5.00. If you cannot get it or our free book at your local druggist, write us.

DR. E. J. KENDALL COMPANY
Enosburg Falls, Vermont, U. S. A.



HIGHEST AWARD

World's Fair, Chicago, Ills., 1893.

World's Fair, St. Louis, Mo., 1904.

EVERY TEAMSTER Should try this Polish. You will be surprised how quick it works. Once used always used. Sold by the leading harness houses the world over.

3 OZ. BOX, 10 CENTS. 5 LB. PAIL, \$1.00



THE AVEY WAY

THE AVEY BAG

POSITIVELY PREVENTS WASTE OF GRAIN

And Affords Ample Ventilation.

The Old Style Bag daily increases in cost
Through Loss of Grain.

The Avey Bag pays for itself in a short time

Why hesitate when you can get a

VENTILATED GRAIN SAVING BAG

for the same price as the old style
suffocating and grain wasting bag.



THE OLD WAY

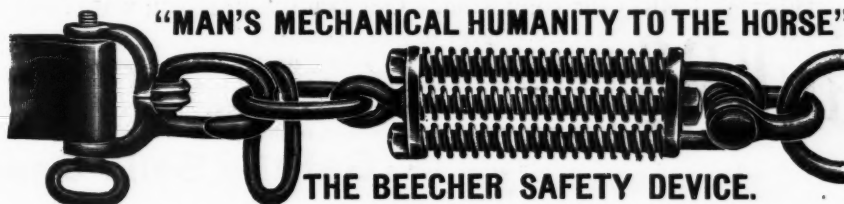
J. G. GAREIS CO., 123 Seventh St., PITTSBURG.
THEO. GABRYLEWITZ, 28 N. Fifth St., PHILADELPHIA.
AVEY HUMANE FEED BAG COMPANY, 110 Worth St., NEW YORK.

Beecher Draft Spring Co.,

New Haven, Conn.

Write for Catalogue.

"MAN'S MECHANICAL HUMANITY TO THE HORSE"



THE BEECHER SAFETY DEVICE.

CONVENIENT, DURABLE,
PRACTICAL.

Manufacturers of Open Link, Rope Traces, and Lap Loop.



The Right Way

In All Cases of

DISTEMPER, PINK EYE, INFLUENZA, COLDS, ETC.,
Of All Horses, Brood Mares, Colts, Stallions, is to

"SPOHN THEM"

On their tongues or in the feed put Spohn's liquid Compound. Give the remedy to all of them. It acts on the blood and glands. It routs the disease by expelling the disease germs. It wards off the trouble, no matter how they are "exposed." Absolutely free from anything injurious. A child can safely take it. 50 cts. and \$1.00; \$5.00 and \$10.00 the dozen. Sold by druggists, harness dealers, or sent, express paid, by the manufacturers.

SPECIAL AGENTS WANTED.

SPOHN MEDICAL CO.

Chemists and Bacteriologists,

GOSHEN, IND., U. S. A.

The COMMERCIAL VEHICLE

Published Monthly.

231-241 West 39th St. New York.

Team owners and livery men throughout the country are seeking exact information about motor driven vehicles. This can be found in the pages of "The Commercial Vehicle" which are devoted exclusively to commercial motor vehicles. The subscription price is Two Dollars a year. A sample copy will be mailed to any address on receipt of request.

When answering advertisements please mention THE TEAM OWNERS REVIEW.

THE TEAM OWNERS REVIEW.

HOW IS YOUR WAGON GEARED ?



You are going to build some new wagons—have you selected your gears ?
No!—well select the right kind. Get exactly what you want:

GEARS

That are adapted to your conditions.
That are made from the best material, by the best workmen.
That are thoroughly tried and tested,
That are conceded the best in the world.
That are worth much more than they cost.

In other words **Get the Selle Gears.**

Manufactured by

The AKRON-SELLE COMPANY, Akron, Ohio,

We build Heavy Wagons for all purposes.

Write to-day for the Illustrated Catalogue No. 5.

A Few Dollars Invested on Easy Terms in a

Twin Falls, Idaho, Orchard

will insure

An Income For Life

sufficient to keep a family in comfort. It will pay for
a home that is not an expense, but

A Source of Revenue

Or, for an investment which will pay from 100 per cent. to 500 per cent. every year as
long as you live, and longer, after it comes into bearing.

By calling at our office or writing us you can obtain full information.

TWIN FALLS CO-OPERATIVE ORCHARD CO.

815 Stock Exchange Bldg., Chicago.

THE TEAM OWNERS REVIEW.

A Monthly Journal published in the interest of The Team Owners of the United States and Canada.

ENTERED AS SECOND CLASS MATTER IN THE PITTSBURGH POST OFFICE.

Vol. X.

PITTSBURGH, PA., MAY 1911.

No. 5.

OFFICIAL NEWS

THE OFFICIAL CONVENTION CALL.

The National Team Owners Association is hereby called to assemble in convention in accordance with Section 1, Article 4, page 8 of the By-Laws, and in compliance with the action of our last previous convention.

The convention will be held this year in Kansas City, Missouri, the third (3rd) Monday of June, the same being the 19th day thereof, at ten o'clock A. M. of said day, at the Baltimore Hotel, for the purpose of the consideration and transaction of such business as may be presented to the meeting.

Each Local Association will, therefore, be governed by Section 3, of Article 4, which specifies that they shall elect in the month of April a delegate for each twenty-five members or fraction thereof. At the same time in accordance with Section 4 of Article 4, an alternate shall be elected corresponding to each delegate to act in the place of the regular delegate in case of failure on part of said regular delegate to attend.

The name of such delegate and alternate elected shall be sent to the National Secretary within five days after their election.

Section 9, Article 4, provides how vacancies shall be filled.

In accordance with Section 11 of Article 3, the Board of Directors is hereby called to meet in the Coates House in Kansas City, Missouri, Saturday, June 17th, at 8:00 P. M. for the transaction of such business as may properly be brought before them for their deliberation and action.

W. T. BANCROFT,
Secretary.

HUPP TEVIS,
President.

I am pleased to report the past month has seen some increase in membership—Cincinnati leads with four new applications.

Many associations are sending a complete roll of their membership, as requested. Hurry it along, brother secretary, so the Kansas City boys can publish them in their book.

Since writing you last the team owners of Fort Worth, Texas, have formed a good strong organization and have been issued a charter by the National. We welcome the

brethren into our happy association. May you do much good is the wish of all.

This office has been informed that St. Louis, Mo., has donated \$50 to the National rather than get out a manual. Thanks brothers, the good old loyal spirit is among you.

It is hoped that every team owner in the country will attend the next convention, we are sure they will never regret it.

W. T. BANCROFT, Sec. N. T. O. A.
Kansas City, April 19, 1911.

AMONG THE ASSOCIATIONS

Chicago, Ill.

On the first Saturday evening in April the members of the Chicago Commission Team Owners Association held their regular monthly meeting. There was a good attendance, as it was the occasion of the election of officers for the ensuing year. The result of the election was: For president, J. Berkenfield; for secretary, N. Z. Steiland. Delegates to the Kansas City convention were also elected and quite a number of the members expressed their intention of attending the meeting with their wives.

I hope that at our next meeting in May every member will be present to give the new officers an encouraging send-off. The officers alone cannot make the association a success unless they have the co-operation of every individual member. We must all put our shoulders to the wheel and by helping each other and by standing together we better our conditions. Come out to our meetings and let us feel the warm grasp of your hand and see the smile of your countenance without which this world is but a dreary place. Friendship is the flower that never fades. Beneath its leaves are no thorns and its fragrance lasts forever.

A. CHARD.

Cincinnati, Ohio.

Our association held a meeting on Thursday evening, April 13th, and we elected the following delegates and alternates for the Kansas City convention: Delegates—John Clark, George Busching, Thomas McConnell; alternates—John Lambert, Louis Browers, James Fenton. Besides these, however, there will be a large party made up here to attend the meeting, in fact we expect to go in a special with 24 or 25 people, including ladies.

W. J. McDEVITT.

St. Louis, Mo.

We held our last regular meeting on Thursday evening, April 13th, when we added another team owner to our roster of membership. We also held the election of delegates to the convention in Kansas City, which resulted as follows: Delegates—Walton Farwell, Frank F. Tirre; alternates—A. J. Kneppert and George R. Jansen. The general attendance at this meeting was fairly good, and we transacted a larger amount of business than at any previous meeting this year. Several very important matters were taken up and different committees were appointed. Our railroad committee met the railroad officials during the month, but up to date they have not yet solved the problem.

At the present time there is every indication that St. Louis will send quite a large delegation to attend the National Convention at Kansas City. Our National president, Hupp Tevis, gave us quite a lengthy talk at our last meeting on the subject and urged the members to accompany him. His address had its effect, and a committee has been appointed to make all proper arrangements for the trip.

A. J. KUEPFERT, Sec'y.

Kansas City, Mo.

The Team Owners of Kansas City in a recent check of the various railroads have run into the champion freight handling railroad of the West, in fact, they believe nothing in the world can beat it. You are perhaps aware that the Kansas City team owners frequently check the railroads as to unloading their wagons. This is necessary, because some of the railroads get into the habit of holding the teams an unreasonable length of time. The Team Owners have discovered that when the delays were brought to the attention of the proper officer, they would as a rule be remedied. The check is taken from the time the team backs into the platform until it is released by the checking clerk. The number of pounds on the wagon is estimated.

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.

The owners' name and the number of the wagon are taken down, kind of goods on the wagon and remarks. Any shortcomings of the driver are also noted and, in fact, a complete record of the load is made.

In the check referred to one railroad handled sixteen loads, 82,000 pounds of freight in five hours and two minutes, while another railroad handled two days later sixteen loads, 77,000 pounds of freight in thirty hours and five minutes. The first check is an exceedingly good one, and it goes to show what can be done by the railroad in unloading your trucks. Of the sixteen loads the longest time consumed in unloading a wagon was 53 minutes, with 6,000 pounds of all kinds of goods. The shortest time was a wagon with 4,000 pounds of tents in ten minutes.

If there is a team owner in any other city who can show a better record for unloading a truck we want to hear about it.

TEAM OWNER.

Cleveland, Ohio.

The Cleveland Team Owners' Association is progressing in a very satisfactory manner. We have had several applications for membership recently and the organization is growing. We have held two theatre parties this winter and also a grand ball, which netted our treasury over a hundred dollars. We have held a number of "smokers" and other parties besides, as well as noon-day dinners. All of these things have helped in bringing our members together and in placing the association upon a basis of success and prosperity. We are now contemplating a trip to Youngstown, O., in behalf of the association in that city.

We expect to have a delegation of from 10 to 12 members from our association that will go to the convention. We are trying to co-operate with the Buffalo organization and make the journey together in a private car, which is a nice way to go.

We are endeavoring in every way to increase our membership, and the prospects for doing this were never better. A few days ago we held a dinner party, when speeches

were made and many valuable suggestions were offered.

On the 21st of April we held an open meeting in connection with a smoker. At this meeting we elected our delegates to the convention. It had been arranged for each member to bring another team owner with him. We gave our guests a lunch and showed them all a good time. We want all the team owners in Cleveland to be with us in our association, and I believe we shall eventually succeed. At all events if earnest and well-directed efforts can accomplish anything we will attain our object. We meet twice every month, the first and third Friday evening, at 6 Public Square.

C. F. BECKER, Secretary.

MRS. FRED W. PACKARD FINDS THE TEAM OWNERS REVIEW INTERESTING.

Mrs. Fred W. Packard of Chicago, who has brought about many practical results towards the humane treatment of horses in her city; who gives her time and money for the good of the cause; who has founded many societies, which are engaged in humane work, while speaking of The Team Owners' Review in a letter to Mr. W. D. Quimby, the Boston manager of this paper, says: "I do not want to miss a number. It is a very interesting paper and I enjoy it very much."

HAY AND STRAW DEPOT.

The Pittsburgh Warehouse Company, composed of twenty hay and straw dealers of Pittsburgh will apply for a charter for the incorporation of the company. Warehouses are to be erected in the principal railroad yards, where hay and straw shipments are to be unloaded, weighed and re-graded.

One of our oldest subscribers writes us: "Please send me in the future every month an extra copy of your popular paper. I find that when I bring it home my wife gets it, and she insists upon reading it from cover to cover before I may have it, and that is too long for me to wait."

THE FEEDING OF HORSES.

By W. A. COCHEL,

Professor of Animal Husbandry at Pennsylvania, from an address delivered by him to the Pittsburgh Team Owners Association at their Annual Banquet.



The usefulness of a horse upon the city streets depends upon three things—his breeding, his care and management, his feeding. By breeding, type, soundness, endurance and style are secured.

By good care and management on the part of owners and teamsters, these are maintained, but the purpose to-night is not to discuss breeding and management, but feeding. There are two objects in view in feeding our work horses, whether in the city or on the farm. First, to keep him in good health, willing and able to do that which may be required of them. Second, to keep them in most attractive condition, as a matter either of satisfaction or an advertisement for the owner.

In the purchase of feeds, we find that there are three or four compounds which must be given consideration. Protein, which is used for replacing worn out muscular tissue; carbohydrates and fats, which are used for production of fat, heat, work and energy; and ash, which is used for the formation of bone. In feeding work horses, it is essential that we feed a limited amount of protein to keep up health, thrift and appetite and add to this enough of heat or fat-forming nutrients to enable the horse to do a maximum amount of work and keep in good condition.

Corn contains more available energy per hundred pounds and at less cost than any other feed that can be purchased; hence, should be used as largely as possible without injury to the horse. It is very deficient in protein and in ash and when fed as a straight grain ration with timothy hay, results in digestive and blood disorders. Oats are the best single grain for horses, though too bulky to keep horses in good condition at extremely hard labor. The digestible nutrients in oats are more expensive than in most feeds. Bran is an excellent supplement to corn, though too bulky and too laxative to be fed in large quantities. Linseed oil meal

is one of the best of feeds when used judiciously, as it seems to have a most desirable effect upon the digestive system and general appearance of coat. Molasses in limited quantities are very useful when the price is not prohibitive.

HAY IS USED AS A SOURCE OF FOOD

and for the purpose of furnishing a sufficient amount of roughage to enable the horse to keep in proper health. Timothy is generally fed by horsemen in preference to any other roughage, for two reasons. It is easily cured in such manner as to be free from dust, moulds and dirt. It is also relished so little that it may usually be fed in unlimited quantities without injury. Clover hay is more palatable, cheaper in price and has a greater feeding value than timothy. If properly cured and fed, there is no better roughage for horses. When fed in the same manner as timothy, so much will be consumed that the horses become paunchy, sweat very freely in hot weather and suffer from kidney disorders. If, however, a careful feeder will limit the quantity to what is usually consumed in the form of timothy, no evil results will be secured from its use. Alfalfa is very similar to clover, except that greater care must be observed in its use.

It is not sufficient that we know the relative value of different feeds, but the greatest care should be used in making changes from old to new grain or hay or from one kind of grain or roughage to another, as digestive disorders are very likely to appear. It is advisable, when horses are at hard work and are being fed heavily, that the grain ration should be reduced from one-third to one-half when they are allowed to remain in the stable over Sunday or for any other reason, in order to avoid Azoturia or "Monday morning sickness." A hot bran mash once or twice per week will help to keep them in good condition.

A very satisfactory daily feed for a horse at average work is one pound of grain and one

pound of hay for each 100 pounds live weight. If this ration is made up of two parts of corn and one part of oats, by weight, with one-half to one pound of linseed meal in addition fed in connection with good hay, it will be both economical and efficient. Where the individuality of the horse or the character of his work is such that he will not keep up in desirable condition, additional corn should be fed. There are many other satisfactory feeds on the market from which excellent rations may be made, but corn and oats should be the basis of all horse feeds.

At your State College a carload of horses was purchased last fall for the purpose of giving the six hundred and fifty agricultural students instruction in judging horses. After having been used in the class room for three months, they were divided into three lots as nearly alike as possible in all respects and fed on different rations to determine the relative cost of grain in finishing them for market. While this experiment did not deal with horses at work, it

SHOULD BE INTERESTING TO TEAM OWNERS,

because the feed used for the production of fat can be converted into work or energy when required. Lot 1 was fed corn, oats and hay—a standard ration both in the city and on the farm. Lot 2 was fed, corn, cottonseed meal and hay in order to determine whether or not oats could be entirely eliminated from the ration, with profit. Lot 3 was fed on corn, cottonseed meal, hay and corn silage to determine the value of succulence in fattening horses. While the results have not been published as yet, a bulletin giving complete details will soon be issued and mailed to anyone in the state, upon request. I may say that the substitution of cottonseed meal for oats reduced the cost of feeding almost \$2.00 per head per month, produced equally as rapid gains and, so far as we are able to judge, did not injure the horse in any way. The addition of corn silage resulted in cheaper gains though they were not quite so rapid.

A few of the horses in each lot were re-

tained on the College farms. The effect of different methods of fattening has not as yet shown any difference in the ability of the horses to do the heavy spring work on the farm. While the experiment is not conclusive, it indicates that for fattening purposes the substitution of more concentrated nitrogenous feeds for oats in the ration can be made with profit to the feeder.

OUR ADVERTISEMENTS.

THE TEAM OWNERS REVIEW wants again to call the attention of its readers to the advertisements in this paper. We think that these advertisements are as interesting to the reader as any other matter in this paper. The remark has been made that we ought to have a larger number of advertisers, and while we are free to admit that we shall be glad to increase the number, we will say that we do not intend to print advertisements solely because of the revenue they may bring us. This paper feels that it owes a certain amount of responsibility to its subscribers, which prohibits us from printing advertisements indiscriminately. In other words we claim the privilege of printing in our advertising columns only such matter as will bear investigation. We know that the readers of this paper have confidence in us and that they rely upon the accuracy of every statement which we make. On that account it would be manifestly unfair to them were we to print bogus or misleading advertisements, or advertisements of goods which are not exactly as they are represented in this paper. We could not afford to do this. For these reasons we wish to assure our readers that the advertisements in THE TEAM OWNERS REVIEW are from firms which stand at the very top in their particular line of manufacture. Of course we do not claim infallibility, but we want to assure the readers of THE REVIEW that it is our aim to present to them from month to month a publication containing only the highest class of matter, both in its reading pages and in its ad-

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.

vertisements, and we shall consider it a favor to have our attention called to any infraction we may make of this principle in order that we may correct it at the earliest moment.

WHOLE WORLD DEPENDS ON BELGIUM TO PROVIDE HEAVY DRAFT HORSES.

"The whole world appears to be dependent for heavy horses for breeding upon Belgium, where the business is exceedingly profitable," states a recent report on the Belgian equine market, which further says that 19,561 horses and colts were exported in 1909 to Germany, 3,524 to Luxemburg, 2,412 to France, 1,910 to Holland, 1,370 to the United States, 1,219 to Switzerland, 672 to England, and 338 to other countries. From Germany many of these animals were sold to Austria, Russia, Denmark and Sweden for breeding purposes, and it is very probable that many of those sold to French and English breeders found their way to the United States and Canada.

In order to recoup itself for this outflow, Belgium is obliged to purchase elsewhere horses of a lighter weight for domestic use. During 1909 there were 20,211 horses and 3,085 colts imported for working purposes, and 22,653 for slaughtering. Owing to the large export, work horses of the better class cannot be used, because of high prices. The supply of these lighter horses comes partly from England, but larger numbers are brought from Russia, strange to say, coming through Holland. A few heavy animals are also imported from Holland and France, which are also disposed of as Belgian.

The Team Owners' Review points with pride to the loyalty of its readers. During last year we lost less than five per cent of our subscribers, and in almost every case this loss could be accounted for by the fact that either the subscriber had died, gone out of business, or retired.

TEAM OWNERS CONVENTION, KANSAS CITY, JUNE, 1911.

A city of the Western country
Where Missouri waters flow,
There, team owners soon will gather,
To greet the many friends they know.

From the city on Niagara,
Buffalo men will sure be there,
And the boys of Philadelphia
From the banks of Delaware.

From the far off Eastern city,
Where the Hudson meets the sea,
Draymen from old New York City,
We shall all be pleased to see.

Men from Trenton and from Boston,
Will unite with Cleveland, too,
Also friends from Cincinnati
Will be in numbers not a few.

From the City of Chicago,
Where the lake breezes often blow,
Quite a crowd of gents and ladies,
They will be on hand, we know.

From the far Northwestern city
Where St. Anthony Falls doth roar,
Will come men to Kansas City;
Yes, we'll gather by the score.

From Dubuque and from Milwaukee,
From Des Moines and Texas fair,
With the men from old St. Louis,
All will have their ladies there.

Pittsburgh will be represented,
'Tis the home of THE REVIEW,
Official organ of the draymen,
Read it, members old and new.

Large hearted men for us are waiting,
With their outstretched hands to greet
Each and every drayman brother
As in their home town we will meet.

Yes, we'll meet in that fair city;
May the weather then be fine,
So that draymen in convention
May all have a pleasant time.

By A. CHARD, Chicago.

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.

AN ENGINEERING SOLUTION OF FREIGHT HANDLING PROBLEMS.

By H. McL. Harding.
(From The Engineering Magazine.)

An important branch of railway terminal engineering is the provision for transference of package or less than carload freight. Although in good years the increase in all kinds of railway freight is about 10 per cent annually, yet the increase of this house freight is about 20 per cent. As a country becomes more developed, the tendency is for the raw material at a point of origin to be converted into manufactured products, much of which must be transported. The growth of the larger cities is also an index of the greater tonnage of package freight.

TERMINAL COSTS.

The freight stations for this inbound and outbound freight must be located near the

more are transferred daily at a station, the interest and amortization on machinery installed would be 2 cents for each ton transferred, to which should be added the fixed charges, now reduced to 14 cents, due to the machinery doubling the station's capacity, and labor at 13 cents, making the cost by mechanical methods 2 cents plus 14 cents plus 13 cents, or a total of 29 cents for machinery, against 65 cents for man power.

In presenting these figures it should be considered that in some stations the costs are more, and in others less, and this is important in making comparisons between the costs. The figures as above are the average for many stations.



EXTERIOR OF STATION WAREHOUSE EQUIPPED WITH OVERHEAD TRACKS AND ELECTRIC TRANSFERRERS.

business centers of large cities, to avoid long dray haulage. To provide for this increase by purchasing additional land and constructing new buildings would cost, for fixed charges, interest, and amortization, at least 28 cents for each ton of freight transferred. This would be in addition to 37 cents for the manual labor. Therefore the cost when manual labor is employed would be 28 cents as above, plus the 37 cents for manual trucking, or 65 cents at one station. When machinery replaces man's muscle, provided 600 tons or

HOW TOTAL FREIGHT IS DIVIDED.

A total of 1,532,981,790 tons of freight earning revenue were transferred at terminals in 1908. Of this, 869,797,510 tons remained after excluding tonnage received from connecting roads and other carriers. Of this amount, 158,000,000 tons is approximately the amount of house freight handled during this year. The difference between the 869,797,510 and 158,000,000, or 711,797,510 tons, would be composed of minerals, team freight, and freight transferred to and from factory

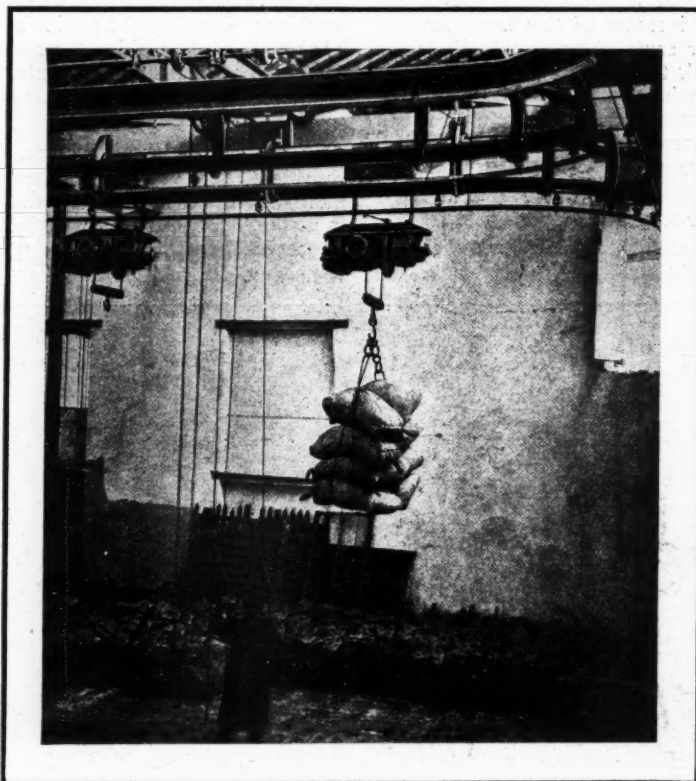
USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.

sidings. This figure of 158,000,000 is derived from numerous reports. To this there may be added additional house freight derived from the freight received from other carriers, which should bring the total of the house freight up to at least 200,000,000 tons.

The above figures do not include steamship freight, which also must be handled.

On account of the quick shipments de-

load freight, and also in the number of destination towns, is causing congestion at most of the freight-receiving stations, and even a moderate amount of congestion adds about one-third to the cost of freight handling. Better service is continually being demanded by merchants and manufacturers, both as shippers and consignees, and it has been advantageous to furnish it even though the terminal costs



INTERIOR OF STATION WAREHOUSE SHOWN ON ANOTHER PAGE

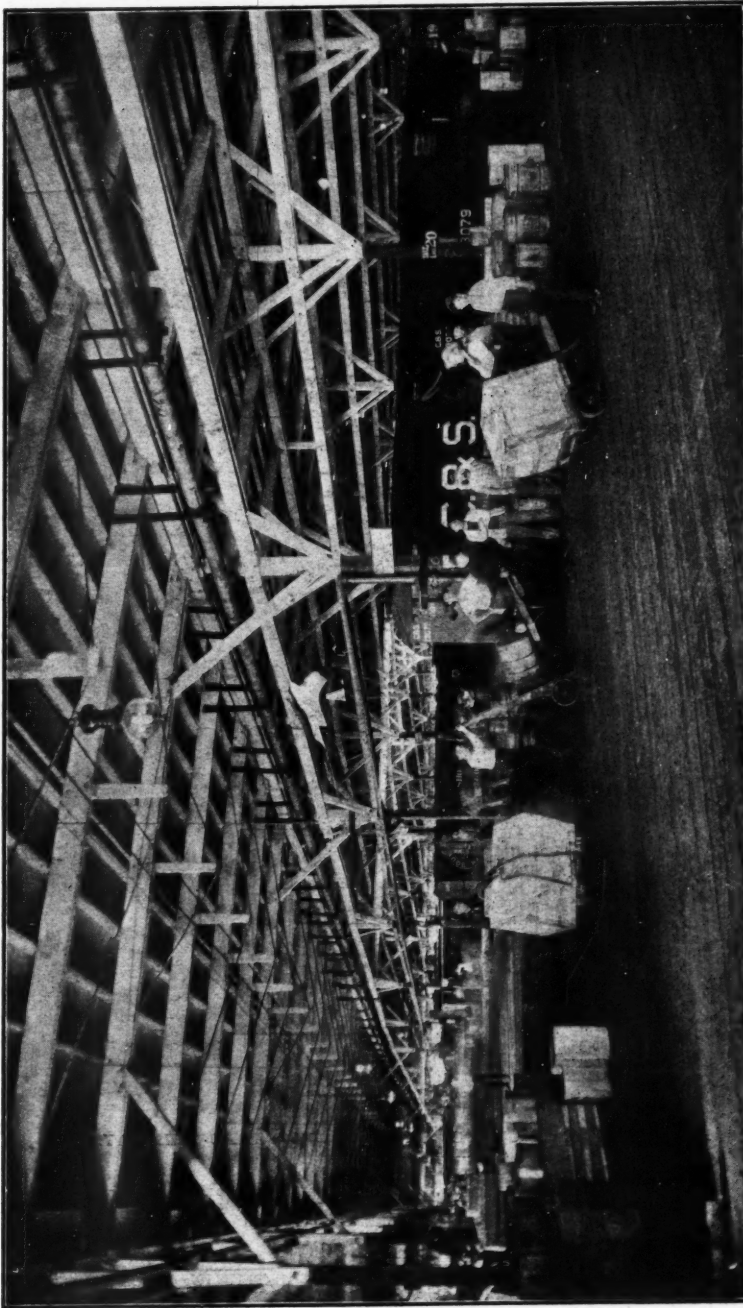
Showing track running out through the upper door, and ends of overhead movable trucks. The transfer with its load is controlled from the floor by one man. Greater speed is obtainable when the operator travels on the transfer.

manded of the "R. Q." freight (regardless of quantity), whether a car has three tons or ten tons of freight, the train must leave the freight station at a fixed hour and reach its destination on time, and therefore more truckers have had to be employed than if the handling could be done in a more leisurely manner.

Freight-handling speed by manual labor is expensive, and especially so if economy be sacrificed to rapidity. Then, again, the great increase in tonnage of house or less-than-car-

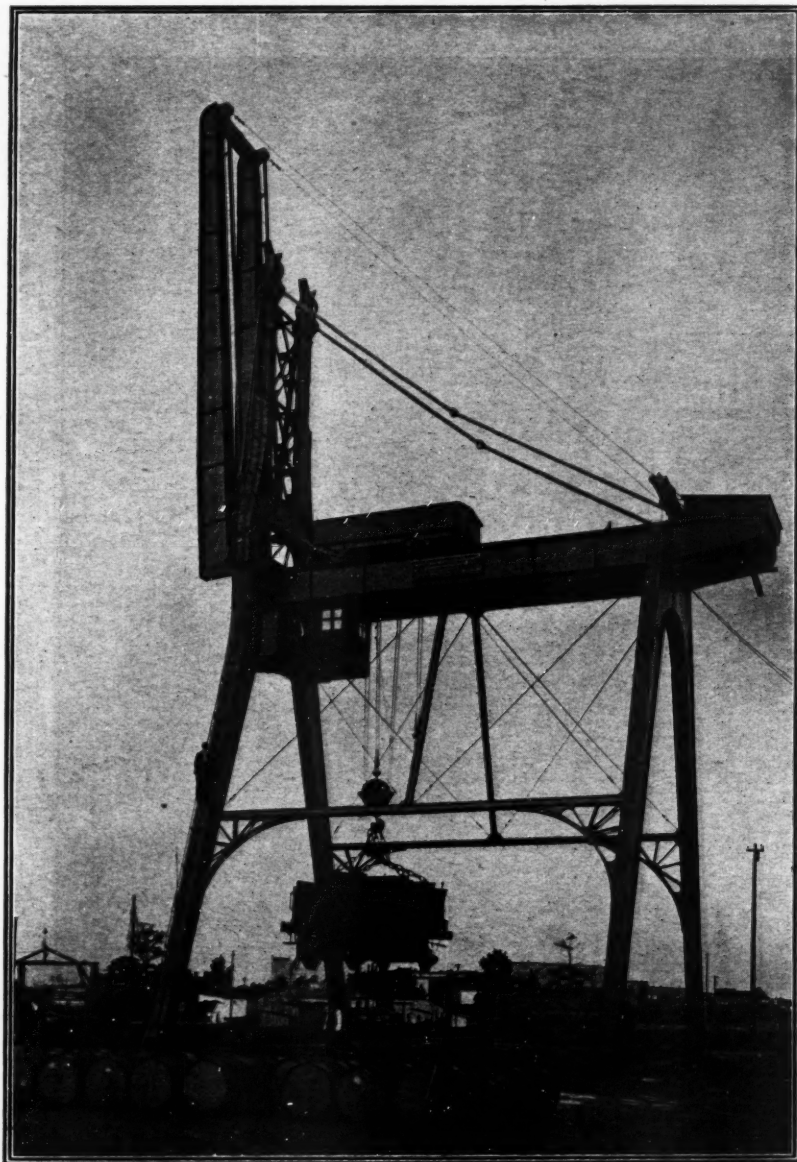
are enormous. The following figures will make this clear.

The average cost of train service per train-mile of the Pennsylvania Railroad Company is 11.30 cents, and the average cost of station service per train-mile is 14.42 cents. On the New York, New Haven & Hartford the train-service cost is 10.99 cents and the station-service cost is 20.50 cents. Now this station service includes all kinds of freight, minerals, manufacturers' sidings and team freight.



INTERIOR OF GALVESTON FREIGHT HOUSE. TYPICAL OF MANUAL LOADING METHODS.

Note the hand trucks, the variety in size and weight of packages, and the long vistas of travel. Most of the freight is handled between cars and vessel. The four rows of cars outside must be spotted if freight is to be trucked between the house and the outside rows.



FOLDING GANTRY CRANE. CHESAPEAKE & OHIO RAILWAY.
The Wellman-Seaver-Morgan Co.

As the cost of handling house freight will often average eight to ten times the cost of transferring other kinds of freight, it will be seen what an important factor in transportation expenses is the handling of this house freight.

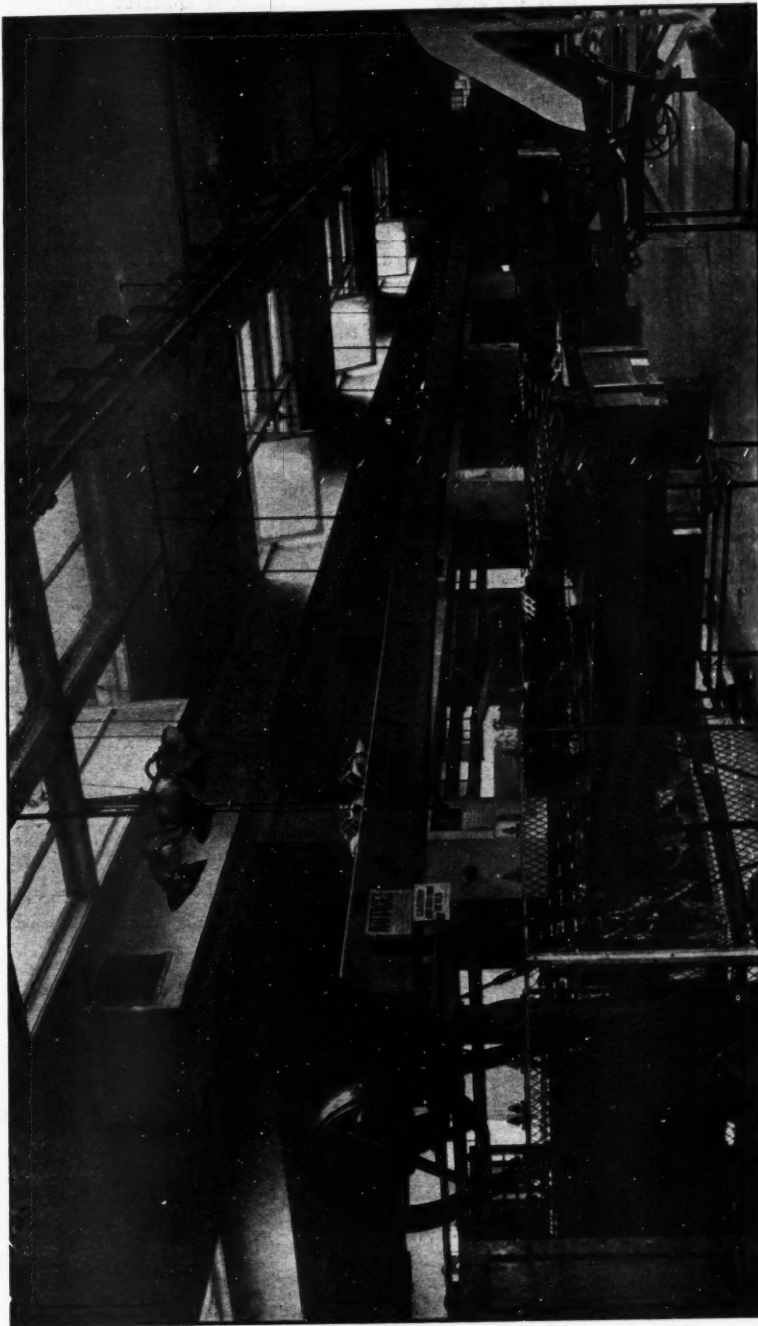
Before giving these terminal expenses in detail, it may be mentioned that on every

freight shipment made in Germany a terminal charge is made which is separate from the charge for train or road services.

POSSIBLE TERMINAL COSTS OF ONE TON OF
HOUSE FREIGHT FROM START TO FINISH.

It is interesting when manual labor is em-

(Continued on page 19.)



BAG CONVEYOR FOR SECOND AND THIRD CLASS MAIL, CHICAGO POST OFFICE.

The conveyor is selective, picking up and depositing bags at any desired point. The belt conveyor also shown carries second-class mail to the sorting department. Both installed by the Lamson Consolidated Store Service Co.

THE TEAM OWNERS REVIEW.

OFFICIAL PUBLICATION OF
THE NATIONAL TEAM OWNERS ASSOCIATION
AND
AMERICAN TRANSFERMEN'S ASSOCIATION.

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Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

THE TEAM OWNERS REVIEW,
PITTSBURG, PA.

Vol. X. May, 1911. No. 5.

We wish to call the attention of our readers to the remarks made by Mr. W. D. Quimby about THE TEAM OWNERS REVIEW, which will be found on another page of this issue. What Mr. Quimby says is not only complimentary but it is true to the letter. Every team owner should be a reader and a subscriber to this paper, because he will soon discover, that it is a wonderful help to him

The National Team Owners' Association.

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Isaac Goldberg, New York City...1st Vice President
W. H. Fay, Cleveland, O.....2nd Vice President
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W. A. Brown, St. Joseph, Mo.....Sec'y & Treas.

in his business. There is not an issue, which does not contain an article of some kind, which gives him information the value of which cannot be overestimated. This does not only refer to members of a team owners association but also to team owners in general. There is no other paper in the world, which has the facilities for getting this information, which has the experience of giving the team owner just what he wants, or which has the ability to place this information before its readers in the shape they want it. This paper has now been a mouthpiece of the teaming trade for ten years and we can bring the proof from thousands of team owners, who will testify to the many useful hints and ideas, which they have gained from the pages of THE REVIEW. We are constantly striving to maintain this position, and if there is any one, who will tell us where we may improve we shall accept the advice gladly, cheerfully and gratefully.

* * *

We believe that all our readers will find the article by Professor W. A. Cockel exceedingly interesting and of value. Professor Cockel is an authority on animal husbandry and the experiments which are constantly conducted at the Pennsylvania State College are of great importance and have had very gratifying results.

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.

AN ENGINEERING SOLUTION OF FREIGHT HANDLING PROBLEMS.

(Continued from page 16.)

ployed, to trace the terminal handling costs of a ton of package freight from Philadelphia, Pa., to some town served from some transfer point, such as Erie, Pa., and to compare these costs with those of mechanical transference. This cost, however, does not include the carriage costs between the cities, but only the terminal expenses.

Costs in Cents Per Ton, at an Out-bound Freight Station, in Philadelphia.

Manual labor cost	\$.37
Fixed charges, interest and amortization....	.28
Transfer at Mantua, for labor30
Transfer again at Erie20
Transference at final station of town served from Erie35
Fixed charges, interest and amortization of final station24
Total	\$1.74

To this could be added at least 4 cents for breakage, damage claims, and thefts, largely



WHARVES AND TERMINAL AT GALVESTON, TEXAS. ABOVE, WESTERN PORTION;
BELOW, EASTERN PORTION.

Freight is slowly trucked by hand, often from the most remote cars, and hoisted aboard by the ship's derrick. In the late afternoon speed is at a minimum. Electric conveyors would tirelessly move a ton or more at a trip from car door to ship's hold without rehandling.

due to the methods of handling and the large number of laborers employed. Only a small portion of the fixed charges, interest, and amortization of the transfer stations are included, and not the breakage charge, on account of sufficiently exact figures not being available.

On this ton of freight, if transferred by machinery, the costs would be (in cents)

	Labor.	Ma- chinery.	Fixed charges.	Total.
At Erie	10	2	..	12
At Philadelphia... 12	2	2	14	28
At Mantua	10	2	..	12
At final station... 12	2	2	12	26
Total				78

POSSIBLE SAVING ON EACH TON OF HOUSE
FREIGHT.

That is 78 cents against \$1.74. This rep-

resents a saving of 96 cents per ton or \$960 on 1,000 tons, or \$700 on 1,000 tons if none of the freight is handled at transfer stations.

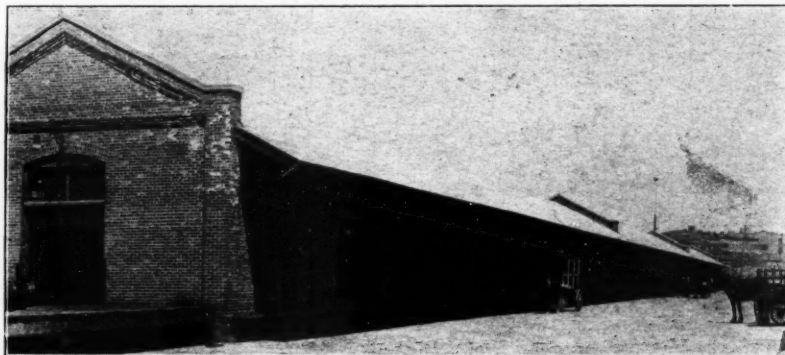
TOTAL YEARLY SAVING. ALL RAILROADS.

If the saving outside of one or both of the transfer stations is figured on 200,000,000 tons of package freight, or even on 158,000,000 tons, it amounts in the aggregate to quite a respectable figure. The following figures as to certain general averages are of thoughtful interest:

Average freight receipts, .647 cent per ton
mile, 500 miles\$ 3.237
Costs, not including traffic or general ex-
penses\$ 3.49

GENERAL RULE AS TO SAVING.

From a great number and variety of figures and data collected from many sources, it may be stated as a general rule that the cost of



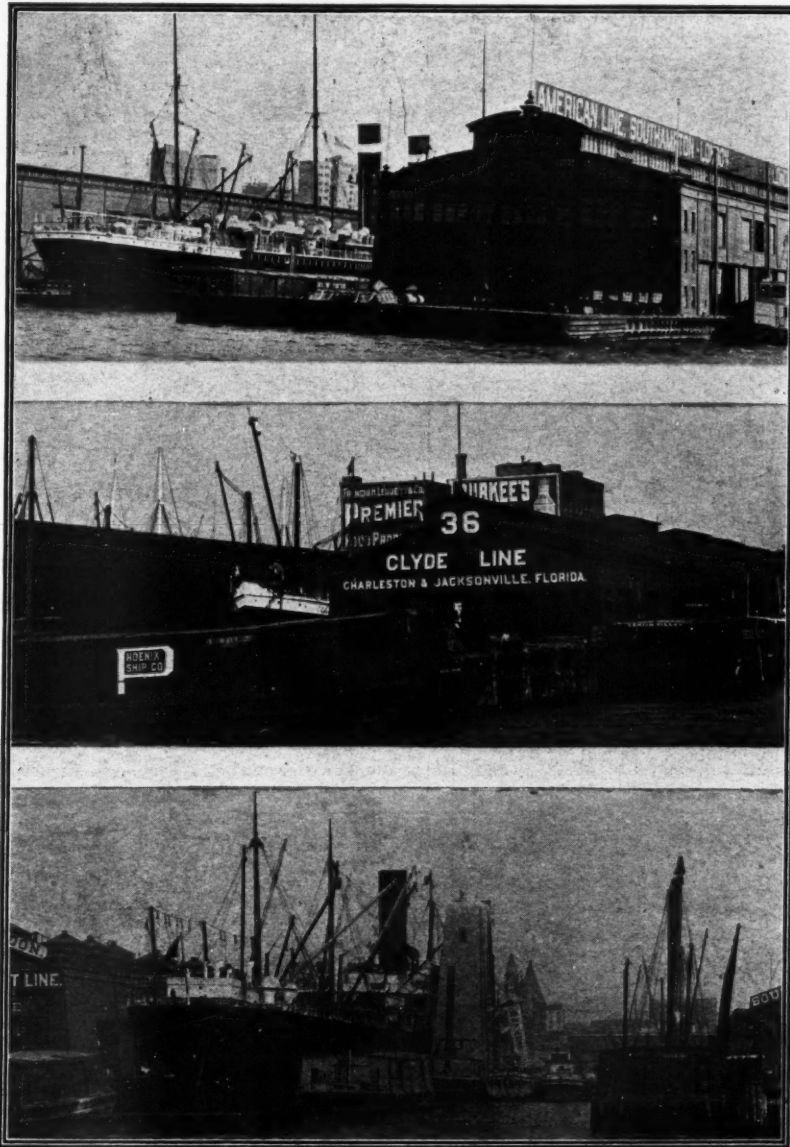
TOLEDO, OHIO, OUTBOUND-FREIGHT HOUSE. AN EXCELLENT EXAMPLE OF
MODERN AMERICAN PRACTICE

Such buildings are generally 30 ft. wide, sometimes 1600 ft. long. Station names over the doors show teamsters where to unload. Dray loads of mixed destination are delivered at one point and distributed by hand trucking along the platform.



THE INTERIOR OF THE TOLEDO OUTBOUND-FREIGHT HOUSE.

The scales are near the door on the right and packages delivered there from drays are trucked across to cars on the left. The diverse character of the freight is apparent, also the lack of floor space for assorting. The inbound shed is similar but wider.



THE HUDSON-RIVER WATERFRONT OF NEW YORK CITY.

The two-wheeled hand truck is dominant here. Freight-handling machinery, even the gantry crane, is almost entirely lacking.

mechanical transference is less than half the cost of manual handling, even under unfavorable conditions. These are figures of general average, but an engineering report of great

exactness can be made as to any particular station or series of stations, through which less than carload freight passes, both as to present manual labor operating costs in de-

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tail, and what the operating costs would be when machinery is installed, and also the capital outlay for machinery.

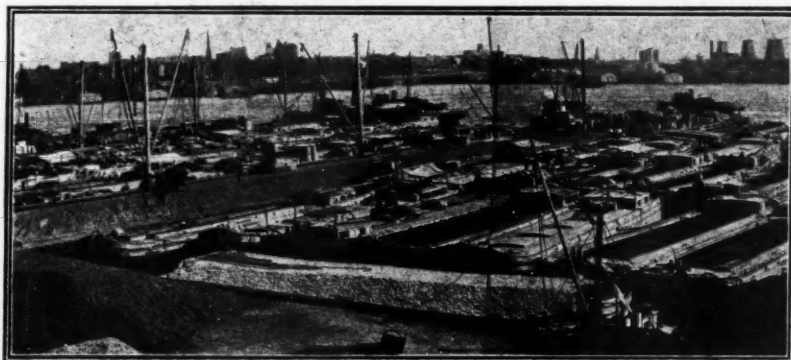
MACHINERY TYPES.

There is nothing new in the machinery to be employed, merely a combination of that which has been in use for many years; but this machinery must be adapted to the special conditions under which it is to be operated, otherwise the desired efficiency cannot be attained. No one type of machinery can satisfy all conditions of service. Sometimes the best results are obtained by having the machinery

practical value. What is desired is to obtain a larger capacity for the same area of freight transference, comprising greater rapidity of numerous unit movements and the resulting economies. By using floor surface conveying of any method, it is generally impossible to increase the capacity of a given area beyond its manual labor capacity—that is, to better materially the efficiency obtained with hand-trucks.

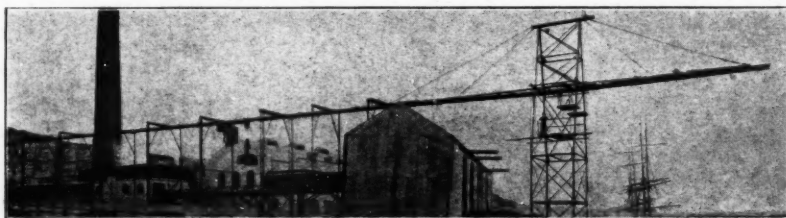
HAND TRUCK LIMITATIONS.

In large cities where the freight stations are generally congested and movements are



A CANAL TERMINAL, SOUTH STREET, NEW YORK CITY.

All unloading is manual. The difficulty and delay are apparent. The increase of freight traffic will compel both railway and canal to adopt swifter and more economical methods



AN ENGLISH FREIGHT TERMINAL WITH TEMPERLEY TRANSPORTER.

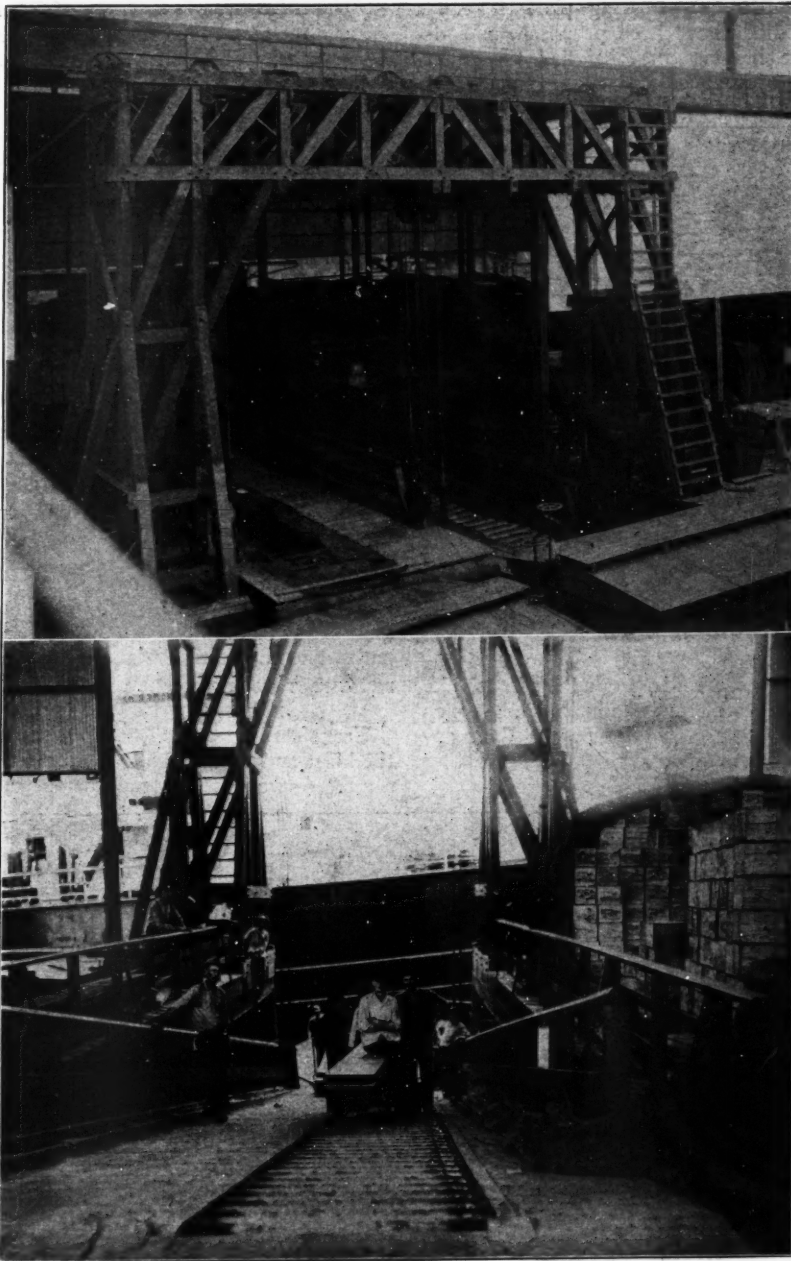
Showing the long distance served. Does the work of a gantry crane without distance limitation. Combined with movable truck, it can serve areas

underground, in other cases overhead, and where no congestion is possible, and no lifting nor tiering is required and greater capacity is not desired, surface conveying can sometimes be used; but in such cases the possibility of congestion should receive careful consideration.

There are a few general principles, but if they are not correctly applied they are of no

along the floor, one limiting factor has been room for the trucks. Trucks have been added, and added again, until there have been continuous lines of trucks, outgoing and incoming. Every available foot of space that could be spared has been devoted to trucking area, and armies of men have been employed at a single terminal. As is well known, such continuous movements give a great capacity, although

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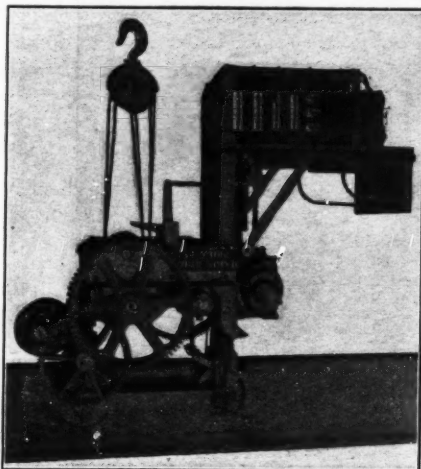


INSHORE AND OUTBOUND VIEWS OF "DOCK RAMPS," OR INCLINED MOVING PLATFORMS FOR LOADING OR UNLOADING VESSELS.
Installed for the Southern Pacific Ry., New Orleans, by the H. W. Caldwell & Son Co.

the labor bill is enormous. Various methods have been tried, employing larger trucks, and two or more men to each larger truck, or

power trucks; but the limiting factor is congestion, and the floor congestion was much worse with the larger truck than with the

smaller hand-truck. Moving platforms and similar methods have been proposed, and although the moving platform had the great advantage of the continuous movement, yet in most cases there are self-evident difficulties



AN ELECTRIC TRANSPORTER ON OVERHEAD RAIL, WITH CARRIAGE FOR OPERATOR.

Maris Brothers.

to be overcome. Underground methods, like all others, can sometimes be installed, but they can hardly be termed universal in their application, and even here some kind of hoisting would be necessary.

OVERHEAD HOISTING AND CONVEYING.

From the above it seems, therefore, essential to obtain many unobstructed diverse paths or routes, to have a clear course so as to secure the essential continuous rapidity, to be able to lift and to tier, and above all, to have the certainty of greatly increased capacity with the resulting economy; and further to be able to serve floor areas upon different levels (an important feature), and all without manual labor for rehandling.

The following may be considered as the underlying principles of the engineering and mechanical freight transferring, which must be observed to obtain satisfactory results:

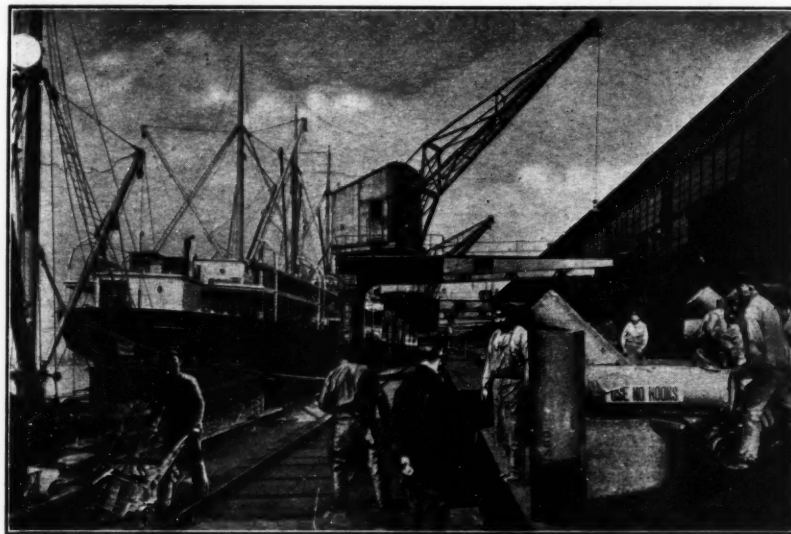
First—That there should be no manual rehandling, not even for tiering.

Second—That areas should be served directly without rehandling; that is, that the machinery should be able to raise and lower freight upon every foot of space. That the transfer should go to the freight, and not vice versa.

Third—That there should be a continuous rapidity of many small unit movements per minute and to every foot of space with diverse paths, and no waiting nor congestion.

FREIGHT TRANSFERENCE A MODIFIED TRAVELING CRANE PROPOSITION.

Transferring terminal freight overhead with the hoist and adjunct has often been considered a mere conveying problem; that is, conveying



GANTRY CRANES ALONG THE QUAY WALL AT HAMBURG, GERMANY.

Freight can be swung from vessel's hold to railway cars or wharf floor. Rehandling is necessary if the freight goes to a distant car or into the shed.

Much manual work is still necessary.



HUNT ELECTRIC GANTRY CRANES AT GREENVILLE, N. J., TERMINAL OF PENNSYLVANIA RAILROAD.

Loading structural iron from railway cars into a steamer's hold. C. W. Hunt Co.

from one point to another point along main or cross fixed tracks, serving only the space directly beneath these tracks. With this idea in mind many ingenious systems have been proposed and a number of plants installed, sometimes producing a certain increase of economy and rapidity of transference over manual la-

bor, but failing to show all of the increased capacity, economy, and continuous rapidity desired. Some plants installed without an engineering knowledge of the operating conditions were partially successful, others required rehandling by manual labor, and could not serve rehandling or tier. It finally became evi-

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dent that it was not solely a conveyor proposition, but rather a modified crane proposition, and that any mechanical freight system must be able to perform all the movements of the overhead traveling crane in serving area, and with the much greater rapidity of the conveyor system.

The gantry crane, a development of the early fixed jib crane, may be called the prototypes of the latest machines for fulfilling the requirements of terminal freight transference.

The gantry crane (of which there are thousands in daily operation, is valuable in illustrating that freight of every size, nature, weight, and description—package freight, bales, boxes, barrels of awkward sizes and lengths, as pipe, etc.—in fact, everything which is comprised in the cargo of a steamship, which contains everything that ministers to the needs and luxuries of man, can be lifted by the electric hoist of the gantry and swung either upon the car, the pier, or shed platform. Its range of movement is, however, limited to fifty feet. Overhead traveling trolleys, transporters, or transfers greatly extend the lineal distance of transportation, but serve only the space directly below the overhead lines. It is necessary to serve areas, and the overhead traveling shop crane is the best example of area serving mechanism, and this can hoist a package from any foot of space within its parallel side tracks without any rehandling. But for transferring terminal freight, the fastest horizontal movement of the traveling crane is entirely too slow, and it is manifestly impossible to obtain the necessary number of movements per minute. Each traveling crane has one, possibly two, traversers which move at right angles to the longitudinal travel of the crane. If, now, the area serving, no-rehand-

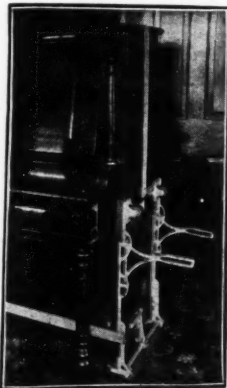
ling quality of the traveling crane is utilized so that freight can go anywhere, as on the familiar hand truck; and if not only can the usual movements be carried on, but also many others equally important—we are then approaching the practical mechanical handling of house freight. Due attention, however, must be given to the following operations whenever they are required: Unloading, assorting, inspecting, receipting, piling, loading, calling out, weighing, scribing, routing, conveying, checking and rechecking, unloading and car stowage and the correction of any errors in routing. By regarding the handling of terminal freight as a crane proposition, the whole problem becomes simple as to area serving. The location of the cranes and tracks, however, must be laid out only after a careful study of all the outbound and inbound freight and transfer station movements. As machinery already existing would be installed, it seems as though the solution, being a question of its correct combination and adaptation, should preferably be referred to engineers rather than to manufacturers. The mechanisms are now standard.

The delegates to the national convention at Kansas City are now beginning to hunt for their grips and dress suits; but this does not worry us, because we never wore one.

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NEW ENGLAND NEWS

New England Office, 79 Portland Street, Boston, W. D. Quimby, Manager.



W. D. QUIMBY.

I have some questions that I would like to ask through your paper.

First—I would like to ask the subscribers of THE TEAM OWNERS REVIEW if they read Review and if they read it thoroughly.

I have taken the Review for a number of years, but did not think it amounted to much. Now I am reading it thoroughly and I find more valuable information in The Team Owners' Review than I ever found anywhere else, on the subject of teaming.

The fact that THE TEAM OWNERS REVIEW is the only paper printed in the United States in the interest of the truckman—I feel that every man in the trucking business should have this paper and read it, and they should write their experience to the Review, thereby giving the rest of the truckman the advantage of same. If this could be brought about, what a delightful business the trucking business would be.

I want to say to every subscriber of THE TEAM OWNERS REVIEW that if they feel they cannot get their money's worth out of this paper, after reading it thoroughly, and profit by the information they get, I am willing to pay their subscriptions.

It is very gratifying to the Boston Team Owners to note in THE TEAM OWNERS REVIEW of the different associations that are having entertainments, and we find that one association held a whist party and a dance and felt so delighted over the proposition that they are going to have two outings this summer. Let this good work go along. Boston is very much interested in this proposition, as we believe we were the pioneers in suggesting Team Owners' Day, and Boston tried to have the President of the National Association specify some day that could be known as Team Owners' Day, and as we were the pioneers in making the suggestion we asked that it might be the 17th of June, but the good president thought it might be an advantage to Boston, (but we could see no disadvantage to any other location) and he refused to grant it, but he will have to hurry up or the associations will have to take it in hand themselves and will come together in naming a day that will be known as a day for team owners' celebration.

We do not expect that every man will shut up his business and leave it for the day, but we shall expect them to recognize it in some way, have boiled pigs' feet for breakfast, and fricassee chicken for dinner, or put a little flag in the horse's bridle, or put on a new collar or new tie, if nothing else, but let the team owners have one day when they could feel that all team owners throughout the United States were thinking of one thing, and that is the teaming business, and doing everything to advance, enhance and increase the profits which are today not realized.

We would be very thankful if every organization would take the 17th of June as the day for celebration in some way or other. We

consider it a very fitting day as it is in honor of the battle of Bunker Hill, which remains fresh in the hearts of every American citizen to this day.

I hope someone will take this matter up through the Review, or in some other way, and show their interest in it and it will be the starting of a great movement in the teaming world.

The Boston Association is very proud to announce that they will hold their celebration on the 17th of June, and it will be our second annual. We have our arrangements all made, and if any members of other organizations are interested in this movement we should be pleased to invite them to come and celebrate with us and talk the matter over, that we may get the greatest amount of good from it.

There is nothing so strong, or will do so much for a weak organization, as to get together from time to time, get your families together, and look each other in the face and get acquainted.

The Boston Association is to hold a theatre party on the 24th of this month at the Castle Square Theatre, which is managed by the genial Mr. John Craig, who has made the greatest success with this theatre that has ever been made in Boston in this line.

Now boys let's wake up and get together through the Review, if no other way.

I will be glad to receive letters from anyone bearing on the "Celebration Day" question. We will give you all the information we can and perhaps you can give us some good

points. We are determined to have our Teamsters' Day every year and we can prove to anyone of fair mind that since we have adopted this method of getting together with our families that the interest in the association has grown steadily from the start.

GLANDERS.

The first that we have any record of in connection with glanders was by Absyrtus, the Greek veterinary surgeon of the army of Alexander the Great, about 350 B. C. He describes it with accuracy and recognizes it as contagious. Another Greek veterinarian, who lived about 381 A. D., also describes it by such symptoms as we are familiar with to-day. In 1682 the stable master of Louis XIV. published an account of glanders and farcy, though he did not recognize them as identical, but called attention to the fact that feed buckets and water troughs were common means of spreading the contagion.

Extensive outbreaks, in all great European armies for centuries, of glanders have carried off thousands of horses. The disease was imported into America toward the close of the eighteenth century. During the first half of the nineteenth century a large body of veterinarians and medical men protested that the disease was not contagious. This led to several European governments undertaking a series of experiments to determine positively whether it was or was not infectious. At the veterinary school of Alfort in France and at the farm of Lamirault several hundred well horses had put among them a number of

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glandered horses, with the result that the contagion was so evident that there remained no question about it being very contagious.

In 1881 three other French veterinarians made a similar study and came to the same conclusion. Since then no one has ever questioned the contagious character of glanders or farcy.

Notwithstanding that we have had this dreaded and most contagious disease that the animal world has known to be heir to, there has been nothing done, in the one hundred years that it has been here, towards stamping it out that has been effectual.

Now there are only four states in the Union that pay for horses condemned by the authorities. New Hampshire has a very good law. If a horse is reported before the clinical stage they receive 80 per cent., and after the breaking out they receive 50 per cent.

Now York state has a law to pay for horses condemned, but never has had an appropriation to do so. Illinois and Michigan pay for condemned horses. Outside of these four states, the rest of the United States seem to have been asleep for the last one hundred years and allow this disease to continue. It is not only deadly to the horse, but to human beings, who are liable to take the disease in caring for the horses before they know the horse has it.

The team owners of Boston propose to take up a very strenuous campaign against glanders and will try to induce the legislature to pass a law to pay full value for each horse, as we believe there are a great many horses sold which scatters glanders widespread. If the owners could receive the value of their horse they would report the case at once and have it put out of the way.

The hoof and mouth disease was stamped out of the United States by a strong and determined hand. They paid for every animal that showed symptoms, or had been exposed to the disease, and in this way that disease has been controlled, and we believe the same can be done with glanders.

Such members of the Boston Team Owners' Association as desire are to contribute \$1.00 for each horse they own, each year, and

this amount is to be divided between those who are so unfortunate as to have horses condemned on account of this terrible disease.

We wish every state and every association would take up this proposition, and if we can get the amount of steam up we can certainly reduce glanders' deadly effect to a minimum, if not stamp it out entirely.

The Boston Association will be glad to answer any questions in regard to this matter as we want this agitation to become widespread. Every man who owns a horse has had glanders and perhaps knows how hard it is to have his best stock condemned.

Within three weeks one of our members, who owned twelve horses, had five of them condemned by the authorities, and this is quite a severe blow to anyone. Our proposition is to assist those who are so unfortunate as to have such conditions occur.

DIRECTORS' MEETING.

The regular monthly meeting of the board of directors of the Team Owners' Association was held at the Revere House at noon, Chairman Quimby presiding. The topic for discussion was "Glanders," its prevalence and great drain upon the resources of the team owner, and what recommendation this board should make the association for the protection of its members from loss by this disease.

After thoroughly discussing it from all sides, the secretary was instructed to confer with Counsel Ogden and have him prepare and present to the next meeting a proposed amendment to the by-laws which should cover all the points brought out.

It was further proposed to make this a state affair, to interest all horse owners therein, and to take such financial and legislative steps as would ultimately result in the elimination of this disease.

REGULAR MEETING.

A regular meeting of the Team Owners' Association was held at the Revere House at 6 p. m. on April 4, with 33 members present, and as guests Dr. F. H. Rowley and Mr. Henry C. Merwin.

Dinner was served at 7 p. m., subsequent to which the meeting was called to order for

business at 8 o'clock, President Flanders in the chair.

The committee appointed at the March meeting to study the desirability of the proposed teaming tunnel to East Boston requested further time, and there being no objection, this was granted.

Mr. Quimby, for the committee on souvenir program, reported that the committee had decided that it was advisable this year to employ Mr. Alphonso Martin to solicit advertisements for the book and stated the terms for which Mr. Martin would undertake the work. This action of the committee was endorsed by the full meeting.

This clearing up all old business, the topic for discussion for the evening was presented to the meeting by the chair.

GLANDERS—How best to combat this insidious disease and how members might be indemnified for horses condemned and destroyed by the authorities on account of it.

The board of directors, having seriously considered this subject at their last meeting, presented through Counsel Ogden the following proposed addition to the by-laws:

"Any member desiring so to do may contribute one dollar per year for each horse owned by him to a fund to be held by a committee of the association to be appointed for that purpose, which committee may at the end of the year, or as often as may be desirable, if it shall deem advisable so to do, divide the said fund pro rata according to values established by committee among those members of the association, one or more of whose horses have been destroyed by the authorities as suffering from glanders; provided, however, that the said distribution shall be absolutely in the discretion of the committee."

Mr. Ogden also presented statistics showing the ravages of the disease in this country and favored a combination of all horse owners in the state for the purpose of taking legislative steps to eliminate the same.

Dr. Rowley, speaking on this subject, gave an interesting discourse on the history of the disease and advocated the examination of all

horses coming into the state, same to be under the jurisdiction of the state board of health.

Mr. Merwin, in his remarks, urged the necessity of securing the co-operation of the agricultural societies in the state, the chief of the cattle bureau, and endeavoring to interest all legislators.

On motion of Mr. Loveless it was voted to adopt the by-law, as presented by Mr. Ogden, and all matters of detail in this connection to be referred to the board of directors.

Mr. Ogden reported on several interviews with the railroad officials, in the matter of "one dump," and in his opinion they would be willing to try the method at some freight house favorably situated, if it did not involve too large an expense. Correspondence has been opened with several cities where this method is in operation and Mr. Ogden feels assured that the result of these inquiries will so impress the officials here that he will be able to report at the May meeting that they have consented to give the matter a trial.

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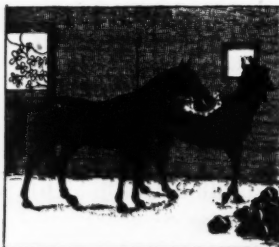
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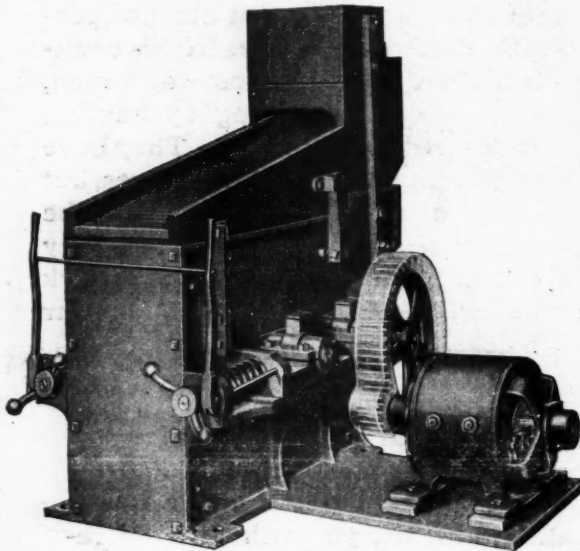
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